

The Honorable Mike Johnson
Speaker of the House
US House of Representatives
Washington, D.C. 20515

The Honorable Hakeem Jeffries
Minority Leader
US House of Representatives
Washington, D.C. 20515

August 11, 2026

Dear Speaker Johnson and Democratic Leader Jeffries:

We write in strong support of preserving the gross vehicle weight (GVW) pilot program included in the *BUILD America 250 Act*. At a time when American families continue to face affordability challenges and businesses are working to navigate persistent supply chain pressures, this bipartisan provision represents a practical, commonsense step toward improving the efficiency of freight movement while maintaining a strong commitment to safety and infrastructure protection.

The GVW pilot program, included in the Committee-reported package through an amendment modeled after Congressman Dusty Johnson's bipartisan H.R. 3372 from the 118th Congress, would establish a state opt-in pilot program allowing trucks to operate at up to 91,000 pounds on six axles, or the maximum weight permitted under the Federal Bridge Formula, whichever is lower. The amendment passed the House Transportation and Infrastructure Committee with bipartisan support, demonstrating broad recognition that federal weight policies should be evaluated in light of modern vehicle technology, advancements in braking systems, and the realities of today's freight economy.

America's supply chain depends on the efficient movement of goods, yet current federal weight limits have remained largely unchanged since 1982. Since that time, trucks have become significantly safer, more technologically advanced, and more capable of transporting freight efficiently while protecting public infrastructure. The pilot program would allow participating states to evaluate whether a modest increase in truck capacity can safely reduce the total number of truck trips needed to move the same amount of freight, easing congestion and improving supply chain performance.

Safety remains the foremost priority. The pilot program requires participating vehicles to operate with a sixth axle, adding an additional set of brakes and improving weight distribution across the vehicle. Studies conducted by the U.S. Department of Transportation have found that six-axle configurations can stop in shorter distances than many existing five-axle trucks operating at current federal weight limits. Furthermore, because the pilot program requires compliance with the Federal Bridge Formula, participating vehicles would continue to operate under strict safeguards designed to protect roads and bridges.

The inclusion of this pilot program in the *BUILD America 250 Act* reflects a bipartisan commitment to modernizing our freight network, strengthening supply chain resilience, improving affordability, and enhancing highway safety. As the House considers this legislation, we respectfully urge you to retain the GVW pilot program in the final bill and ensure this important provision remains part of the package considered by the full House.

Thank you for your leadership and your continued commitment to strengthening America's transportation system and supply chain.

Sincerely,

The Shippers Coalition
Agricultural Council of California
Agricultural Retailers Association
Alliance for Chemical Distribution (ACD)
American Bakers Association
American Beverage Association
American Chemistry Council
American Feed Industry Association
American Forest & Paper Association
AmericanHort
American Soybean Association
California Association of Nurseries
Cargill
Consumer Brands Association
Convenience Distribution Association
CRH
Dutchman Tree Farms
FMI – The Food Industry Association
Francis Roses
Georgia Green Industry Association
Hardwood Federation
International Dairy Foods Association
International Paper
International Warehouse Logistics Association
Livestock Marketing Association
Meat Institute
National Aquaculture Association
National Cattlemen's Beef Association
National Citrus Nursery Association (NCNA)
National Corn Growers Association
National Council of Farmer Cooperatives
National Grain and Feed Association
National Milk Producers Federation
National Pork Producers Council
North American Millers' Association
Olson's Greenhouse
Oregon Association of Nurseries
Pet Food Institute
Soy Transportation Coalition
The Fertilizer Institute
U.S. Dairy Export Council
Willoway Nurseries, Inc.